

THE HONGKONG, CANTON, AND

**THE HONGKONG, KANTON, AND
MACAO STEAM-BOAT COMPANY,
LIMITED.**

The fifty-fourth ordinary half-yearly meeting of the above Company was held yesterday at the above named Buildings. Hon. E. J. Ballrice preside and there were also present Hon. J. T. Kwan, Messrs. J. Kramer, H. Heppling, F. A. Gou, and Poon Pong (directors), Messrs. A. T. G. G. Silva, W. Hon. Chan Auk, D. G. Hon. H. M. S. Esmail, J. H. Chan, N. J. Gomes, Ho Tung, H. B. R. Huxley, E. A. N. Jones, M. J. Michael,

The CHAIRMAN said—Gentlemen, the report has been in your hands for some days, and with your permission we will follow the general course of the report as read. The position of the Canton River trade is much about the same as it was six months ago. The trade is still overburdened with tonnage, and rates necessarily continue low and receipts poor. Comparing the earnings of our steamers with those of the preceding half-year, we find that we have not done so well as we expected. The position is due to the fact that in the early part of the year there was an abnormal increase of passenger traffic on all the lines which was not maintained later on. The earnings, however, when com-

pared with those of the corresponding six months of 1892, show an improvement, and in making comparisons with the same months of 1891 and 1892, make the carriage of foreign bought junk from Canton, while in 1893 this branch of the trade has again returned to the junks. I may say, with regard to this grievance of differential duties, that your directors have done everything in their power to get the existing tariff reduced, but without effect. Without effect, in fact, matters seem to be getting rather worse instead of better, notwithstanding an assurance conveyed to the Chamber of Commerce through Her Majesty's Minister that the Chinese Government had strictly prohibited the preferential treatment of junks in the payment of Customs duties. I would therefore beg to request you to recommend the same dividend to be paid for the first half-year and still carry

forward about the same amount. It was stated in the last report that the *White Cloud* was shortly to require an overhaul. This has been effected at a cost of some \$3,000. The rest of the amount expended on repairs has been for the purchase of additional dogs and survey of the steamer. The past year has, as usual, been a profitable one to the underwriters of our vessels, there being only one small casualty to record—a collision of the *Posse* with a steam launch. The Company's proportion of the expenses in connection with this accident is probably less than its annual valuation of the properties mortgaged to the Company was made at the end of the year by Messrs. Palmer and Turner, the total values being \$1,177,650, against \$385,350 advanced. With these few remarks, gentlemen, unless any

Chairman is desirous of "putting" a resolution before the association to propose the adoption of the report and accounts.

There being no questions the CHAIRMAN moved the adoption of the report.

Capt. TILLEY seconded.

Carried unanimously.

Mr. GOMES proposed the election of Hon. J. J. Kewitt and Mr. J. J. Oppas as directors.

Mr. GILLES seconded.

Carried unanimously.

Mr. J. H. Cox moved the re-election of Messrs. A. O'D. Gaudin and F. Henderson as auditors.

Mr. J. KRAMER seconded.

Carried unanimously.

The CHAIRMAN—Gentlemen, the dividend of the association is due to-morrow at 10 o'clock. The directors are all the business and I thank you for your attendance.

[illegible][illegible]

dured by our shareholders and by the share-
holders of the Insurance offices, so that this sup-
port to the junks which you have spoken of may
be discontinued.

Capt. TAYLOR:—There is no question of
the quality of the vessels—there is no comparison be-
tween the two. I agree with you that the In-
surance offices do not give the assistance they
might, but there are foreign buyers and share-
holders who should be induced as much as pos-
sible to patronise the line.

This concluded the meeting.

COLONIAL COURT OF
ADMIRALTY.

2nd February.

BEFORE HIS HONOUR SIR FIELDING CLARKE
CHIEF JUSTICE, AND COMMANDER ASHIE,
R.N., NAUTICAL ADJUTANT.

WONG CHOI Y. STEAMSHIP "KWONG HOI."
This was a claim for \$3,000 by Wong Choi
and others, owners of the cargo boat No. 226,
the steamship Kwong Hoi, owned by the
Tai Li Hong Steamship Company, for damages
received in a collision between the boat
and the steamship "Kwai Sang" owned by
Mr. A. F. Leong, & Co. (instructed by Mr. E.
C. Ellis of Mr. V. H. Descon's office), appeared
for the plaintiffs, and Mr. J. J. Francis, Q.C.
(instructed by Mr. H. L. Dearys), represented

In opening the case Mr. Leitch said the claimant was instituted by Wong Chiu and other owners of a small boat which in respect of the sum of \$10,000 against the steamer Kwong Hoi, bore damage received in a collision on December 13th last. On that day between 16.30 and 17 o'clock in the evening the plaintiff's boat was returning from the steamer Decima, to which she had taken a cargo of sugar, and was being towed down the harbor by the tugboat "The Chinaman" owned by Messrs. Sui Joo and Jardine's wharf, mainly opposite the Sailor's Home, the Kwong Hei was seen coming towards them. The night was very dark and stormy, and when the Kwong Hei was first seen only her red port light was visible. The plaintiff was under lantern and showed no lights at moments the steamer came close to the junk on the starboard side.

The fact actively settled and

several men on board jumped into the water and swam ashore, while others were rescued by the men of the steamer. Two lives, however, were lost. The plaintiff contended that the collision was due to the carelessness of the *floating pier*, which was coming in from the west and was close to the pier. The defendants in their answers asserted that the junk was on the wrong side of the fairway, that only one small lantern was to be seen on board, and that was not ten feet above the water line as was required by the Ordinance. The defendants also stated that they did not see the junk until they were within about 50 feet of it, and that the steamship was going slowly and that on perceiving the junk the engines were reversed.

The evidence was then heard, and had not been concluded when the Court adjourned until 9.30

The practical development of wave power motors is now attracting the attention of the Edison of more than one country.

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BY AN OLD FOGGY.

[illegible]

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	CAPTAIN.	FOR SERVICE.
LONDON via YARROW.	Malwa	Brit. str.	Waghall	F. & O.
LONDON via SUEZ CANAL.	Pyrrhus	Brit. str.	Bates	Eastern
LONDON via SUEZ CANAL.	Glendal	Brit. str.	Jones	Eastern
LONDON via HAMBURG.	Campan	Brit. str.	Waghall	F. & O.
LONDON via HAMBURG.	Plinyus	Brit. str.	Jacqu	Arnhold
LONDON via HAMBURG.	Danabhiwara	Brit. str.	Davis	Doddrell
LONDON.	Shanghae	Brit. str.	F. & O.
LONDON.	Campan	Brit. str.	Shawwa
HAMBURG & LONDON.	Bellmouth	Brit. str.	Scott	Moloch
BREMEN & PORTS OF CALL.	Proceus	Ger. str.	Hogmann	Vimont
MARSEILLES via SAGOR & SUEZ.	Malboros	Ger. str.	Hionas
HAVRE & HAMBURG & SPONS & SUEZ.	Campan	Brit. str.	Canadian
VICTORIA B.C. & Y. HAKA.	Empress of India	Brit. str.	Marshall & R. Hill	Doddrell
SAN FRANCISCO via Y. HAKA.	Tacoma	Brit. str.	O. & D.
SAN FRANCISCO via Y. HAKA.	City of Peking	Amer. sh.	Shawwa
SAN FRANCISCO via Y. HAKA.	Glendal	Brit. str.	Shawwa
Y. HAKA.	Campan	Brit. str.	Butler
STONEY & MELBOURNE & Y. HAKA.	Kenilworth	Amer. sh.	Guthrie	Carlson
KIDAT & SANDAKA.	Chin-ping	Brit. str.	Baker	Zanous
STRAITS & BOMBAY.	Chin-ping	Brit. str.	Tongue	Butler
STRAITS & BOMBAY.	Misrago	Ital. str.	Bracco	Carlson
STRAITS & BOMBAY.	Pesondin	Aus. str.	Pelluso	O. Zanous
STRAITS & CALCUTTA.	Bitrago	Aus. str.	A. Tognasso	Carlson
SINGAPORE, COLOMBO & PAK.	Katsum	Ital. str.	Isidoro	Nippon
SINGAPORE, Y. HAKA & KOB.	Hiroshima Maru	Japan str.	Maemilan	F. & O.
KOB & YOKOHAMA.	Ancon	Brit. str.	F. & O.
NAGASACK & KOB.	Danabhiwara	Brit. str.	Davis	F. & O.
SHANGHAI & KOB.	Tokusan	Brit. str.	P. & O.
Y. HAKA.	Shanghae	Brit. str.	P. & O.
Y. HAKA.	Rosetta	Brit. str.	Shawwa
Y. HAKA.	Amralada	Brit. str.	Taylor

Hongkong, 25th January, 1894.

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

SHANGHAI AND KORE SHANGHAI About 6th February ... Freight of Passage.

VESSELS ON THE BERTH
OCEAN STEAMSHIP COMPANY.

Darling, Commander, will be despatched for the above route TO-DAY, the 3rd February at 8 P.M.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

CALCUTTA, ADEN, SUEZ, PORT
SAID, MEINER, BAHREIN AND
AND LUGGAGE.

OCEAN STEAMSHIP COMPANY.

VESSELS ON THE BERTH.
FOR SINGAPORE, MARSEILLES,
HAVER, AND HAMBURG.
 Calling at NAPLES for loading Passengers if
 sufficient in number to warrant it.

THE Steamship

**OCCIDENTAL AND ORIENTAL
STEAMSHIP COMPANY.**

VIA INLAND SEA TO YOKOHAMA AND
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via N.) FRIDAY, Feb. 23.

AMERICA, AND EUROPE, VIA THE (hams, and Honolulu)...)

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

the United States or Canada. Bats and parti-

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITERRA-
NEAN PORTS, PLYMOUTH, AND
LONDON

THE Steamship
Through Bills of Lading issued to Japan.

THE 3/3 L.I.I. American Ship